

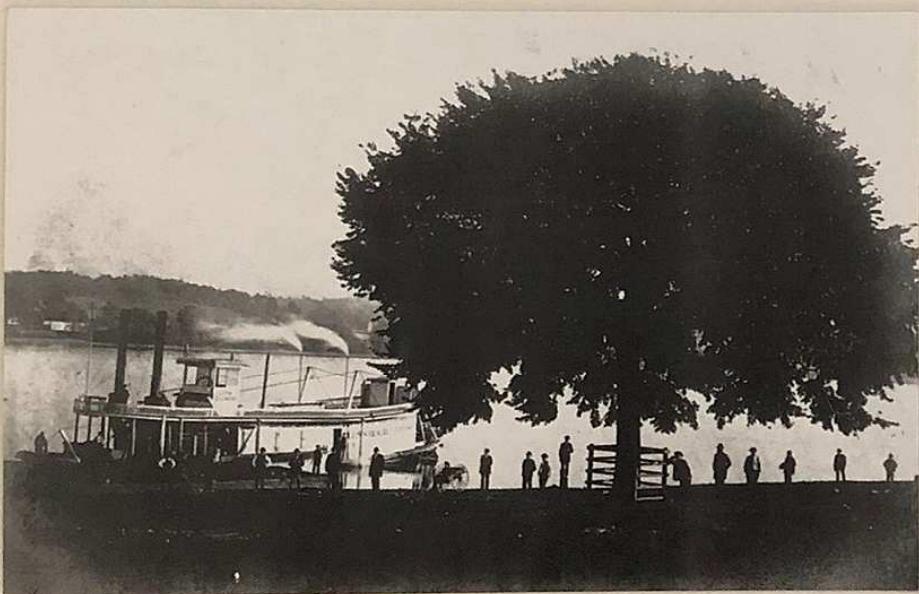
SAM ATLEE

Sternwheel rafter. Built in 1881, Rock Island, by S. and J. C. Atlee of Fort Madison, Iowa. 234 tons, 113.3' x 26.3' x 3'. Had engines from the old centerwheel ferry, KEOKUK. 10" diameter cylinders, 4 1/2' piston stroke. First rafter to have an electric searchlight. James Huginin, first captain, followed by John Mc Kenzie and Asa Woodward. Tom Wright was chief engineer; Harry Henderson, second engineer; Antoine La Roque, second pilot; Asa Woodward and John Burns, Masters. Sold to New Orleans circa 1989. Owned by Robert Cothell who took her to Jeffersonville in 1904. Much of her was used in building the CONTROL.

TEN BROECK

Sternwheel rafter. Built at S. Stillwater, 1882, for Gillespie and Harper. One hundred forty-eight tons, 148 tons, 130' x 26' x 3.9'. Engines, 17" diameter cylinders, 4 1/2' piston stroke, came from the MARK BRADLEY. Bought by Walter Blair. Blair was master for six years. Later sold to Capt. John Mc Caffrey and sons, and also towed ties on Tennessee River. Burned at Cairo, November, 1904

EARLY LE CLAIRE



ABOVE: Cody Road, Le Claire, IA, looking N from present day Rare Find Antiques.

LEFT: Le Claire's famous Green Tree—near present day Buffalo Bill Museum.

BETWEEN: Le Claire boatyard—Just upstream from Buffalo Bill Museum.

SAM ATLEE

Sternwheel rafter. Built in 1851, Rock Island, by S. and J. C. Atlee of Fort Madison, Iowa. 234 tons, 113.5' x 26.3' x 3'. Had engines from the old centerwheel ferry, KEOKUK. 10" diameter cylinders, 4 1/2" piston stroke. First rafter to have an electric searchlight. James Huglin, first captain, followed by John Mc Kenzie and Asa Woodward. Tom Wright was chief engineer; Harry Henderson, second engineer; Antoine La Roque, second pilot; Asa Woodward and John Burns, Masters. Sold to New Orleans circa 1889. Owned by Robert Cothell who took her to Jeffersonville in 1904. Much of her was used in building the CONTROL.

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